

Green Pennant Special

DECEMBER 1988

OFFICIAL NEWSLETTER OF THE OMNIBUS SOCIETY OF AMERICA, INC.

RUN #69

Welcome to another issue of The Green Pennant Special. It is through this publication that we endeavor to keep the membership informed on happenings in the organization and the transit industry.

*** NOVEMBER MEETING ***

The November meeting of The Omnibus Society of America was held on November 4, 1988, at the Bismarck Hotel in downtown Chicago with the meeting beginning at 7:30 pm.

Dave Phillips was our guest speaker for the evening and presented a slide program on the new busways in Ottawa, Ontario. Along with the slides on Ottawa, Dave also showed slides that he had taken through the years in the Eastern United States.

We would like to thank Dave for presenting a very interesting and enjoyable program.

*** DECEMBER MEETING ***

The December meeting of The Omnibus Society of America will be held on December 2, 1988, at the Bismarck Hotel in downtown Chicago. The meeting will begin at 7:30 pm.

Our program for the evening will be presented by Chuck Tauscher on West Towns Railways/Bus Company and former companies. Travel back in time with Chuck as we view some of the former companies that operated in the West Towns service area.

*** ELECTION NOTICE ***

Enclosed in this issue of Green Pennant, all 1988 members should find a ballot for the election of directors in the organization. There are three members running for the two open positions this year; Mel Bernero, Bill Shapotkin and Richard Kunz.

Please read and follow the voting instructions that will appear with the ballots. If they are not followed, your vote may not be counted.

*** ORGANIZATIONAL CALENDAR ***

The following bus, electric and rail enthusiast groups are meeting on the following dates and times during the month of December.

- 1st Friday - Omnibus Society of America
Bismarck Hotel - 7:30 pm.
- 2nd Friday - Chicago Chapter R&LHS
Bismarck Hotel - 7:30 pm.
- 3rd Friday - Railroad Club of Chicago
Bismarck Hotel - 7:30 pm.
- 4th Friday - Central Elec. Railfans Assoc.
Midland Hotel - 7:30 pm.

Green Pennant is distributed to the members of The Omnibus Society of America at no additional charge and is published in lieu of the regular meeting notice. There is no set frequency of issue.

GREEN PENNANT SPECIAL STAFF

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Melvin Bernero - Assistant Editor
John Le Beau - Circulation Manager

Andris Kristopans - Staff
Bill Shapotkin - Reporters

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1	11	21
2	12	22
3	13	23
4	14	24
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7	17	27
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9	19	29
10	20	30
31		

CHICAGO TRANSIT AUTHORITY
GOOD FOR TRANSFER BETWEEN
SKOKIE MOTOR BUS
AND
EVANSTON-
WILMETTE
VIA
RAPID TRANSIT

W. J. M. Carter
General Manager

B 233380



Some of the different transfers issued by the CTA for use on the Skokie bus. (M. Bernero Collection)

Orange paper -
Black overprint

Off-white -
Black overprint
1/2 in red

1	11	21
2	12	22
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9	19	29
10	20	30
31		

CHICAGO TRANSIT AUTHORITY
GOOD FOR TRANSFER BETWEEN
EVANSTON-WILMETTE
AND
SKOKIE MOTOR BUS
THIS TRANSFER MUST BE TIME STAMPED BEFORE LEAVING HOWARD STREET STATION

TK-10: **020643**


W. J. M. Carter
General Manager

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1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

Good for transfer from
HOWARD to SKOKIE ☐
HOWARD to EVANSTON ☐
SKOKIE to EVANSTON ☐

090503



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Orange paper -
Black overprint

Green paper -
Red overprint
Black baselines

WESTCHESTER
SKOKIE ☐

JAN 16

ES

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ND


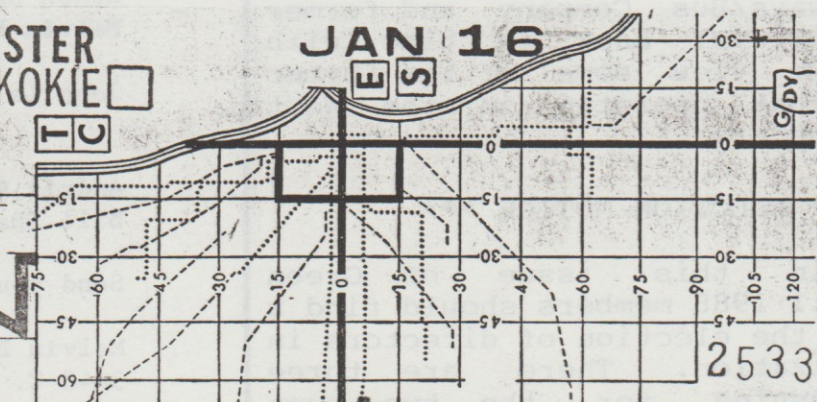
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G/DY

253308

CHICAGO TRANSIT AUTHORITY

TRANSFER NOT GOOD ON BUS AFTER USING RAPID TRANSIT UNLESS TIME IS STAMPED ON TRANSFER WHEN LEAVING STATION

THE 'L' REPLACEMENTS

(William Shapotkin)

With the opening of the State Street Subway on October 17, 1943, the 'L' achieved its pre-CTA peak. With the takeover of the Surface Lines and the Rapid Transit on October 1, 1947, CTA began to take a long, hard look at reducing costs and improving service. One way of reducing costs was to cut back or eliminate marginal operations. This, unfortunately, included some of the 'L'. With the exceptions of Kenwood and Normal Park, all lines abandoned (Douglas Park (west of 54th Av.), Garfield Park (Sundays, west of Laramie), Humboldt Park, Niles Center (Skokie), Stock Yards and Westchester) were replaced with some type of alternate service that was in addition to that already provided or available to then-current riders. This is the first in a series of articles dealing with the replacement services (for our purposes, line realignments such as Garfield Park to Congress and "Old Northwest" to Milwaukee Subway will not be considered "replacements").

NILES CENTER (SKOKIE) 'L'

The first to feel the pinch of austerity was the Niles Center (Skokie) 'L'. Opened on March 28, 1925 over the five-mile Howard-Dempster portion of the North Shore Line's Skokie Valley Route, it was a perennial loser.^{1/} The hoped-for housing boom there had not materialized due to the onslaught of the Great Depression. Rapid transit trains (usually using one car) had plied the route around-the-clock during the entire existence of the line, albeit with few riders. While CTA had looked at possible bus substitution, their plans were accelerated greatly by a strike of North Shore employees on March 27, 1948.^{2/} The strike brought an end to 'L' service on the line, interestingly enough, on the day before its twenty-third anniversary.^{3/} CTA immediately began providing substitute bus service on new route #97 - Skokie. The buses followed a route which roughly paralleled that of the 'L' (but tapped potential traffic sources better), providing 24-hour service at lower operating costs than had been possible with the trains.^{4/} Thus, when the North Shore resumed operation on June 30, CTA, having been dealt a good hand by the strike (i.e., the excuse it needed to substitute buses for trains), did not resume rail service over the route (which it had no intention of doing anyway), but continued operating bus service instead. North Shore trains stopping at Dempster continued to carry local passengers from that point south. Thus it was still possible to obtain a one-seat ride to the Loop over the 'L', albeit at a higher fare than that charged by CTA.^{5/} The North Shore did not assume the local service at the intermediate stations along the line (Main, Oakton, Kostner, Crawford, Dodge, Asbury and Ridge), as CTA was serving those riders with the bus.^{6/} As had been the case before the strike, North Shore trains operated non-stop between Dempster and Howard. This arrangement continued until the discontinuance of North Shore service on January 20, 1963.

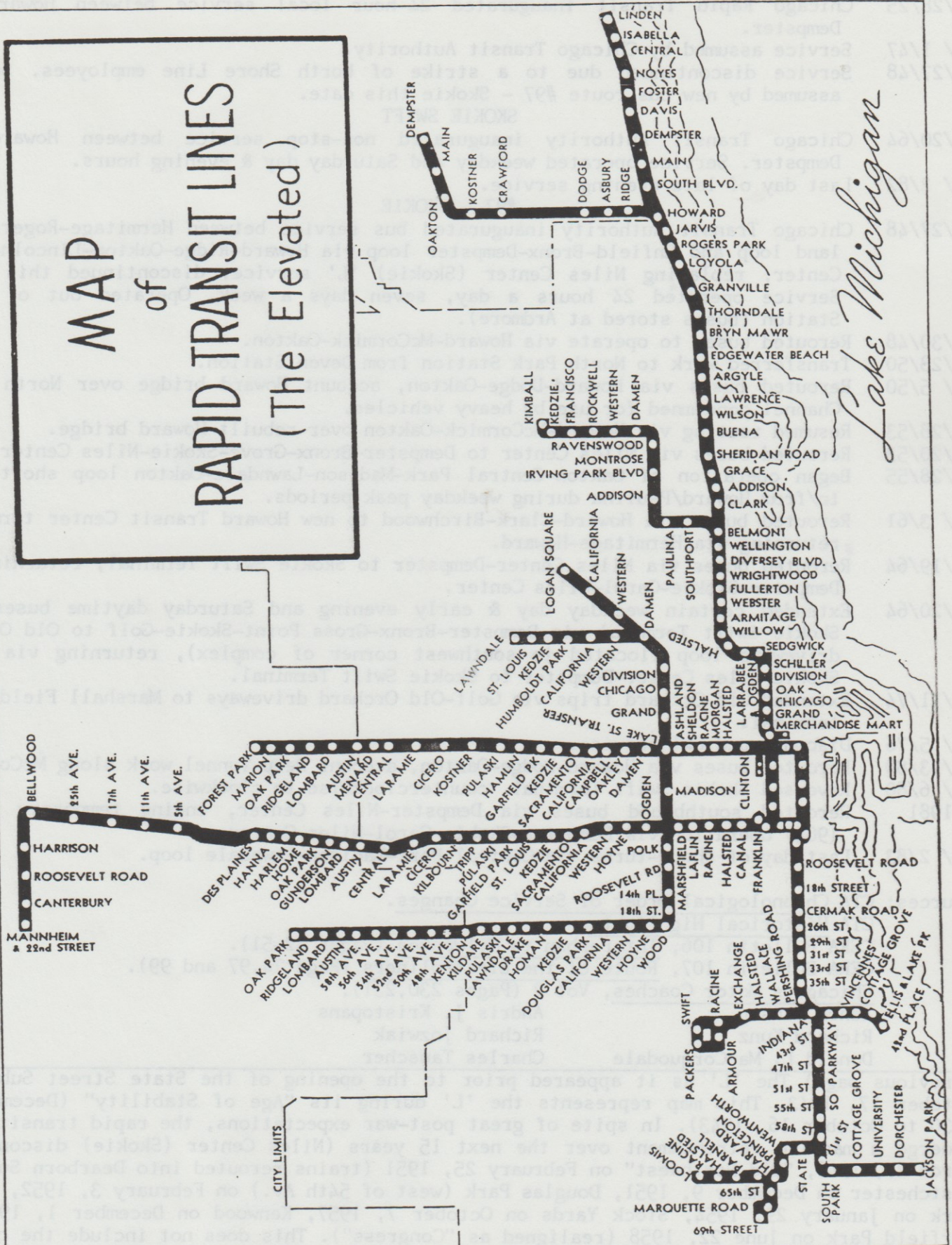
SKOKIE SWIFT - THE 'L' RETURNS

The end of the North Shore meant that commuters in Skokie were resigned to either driving, going to Morton Grove (Milwaukee Road), the C&NW (or the 'L') in Evanston, or using the bus. In the case of driving to the commuter railroads, the installation of large parking lots to handle commuters' cars had not yet taken place to the extent we know it today, thus the alternate rail services were rather unattractive. With the long-awaited growth of Skokie now underway, the need for rapid transit service once again became apparent. Traffic on the Edens and Kennedy (formerly Northwest) Expressways was rapidly approaching saturation during peak periods. The Dempster station was ideally located for use as a "Park-N-Ride" lot for those who might choose to use rail transportation into the city (the Edens ramps were located less than a half mile to the west). As the North Shore had not yet begun dismantlement of the line, efforts at restoring 'L' service to Skokie were undertaken.^{7/} After much deliberation and approval of a Federal grant,^{8/} the Howard-Dempster portion was purchased on December 30, 1963. The "new" Skokie Swift began non-stop operation between Dempster and Howard on April 20, 1964.^{9/} Thus commuters had the option of express ('L') or local (bus) service. As the 'L' did not regularly run on Sundays, the bus provided the sole service on that day (as well as in late evenings and "owl" periods).^{10/} With the opening of the Swift, the #97 bus was extended north to the Old Orchard shopping center. When the North Shore quit this shopping emporium was already in existence with a nearby stop (Harmswoods) able and willing to serve it - an ironic twist of fate in that CTA's "substitute 'L'" had eventually substituted for the North Shore as well. It should also be noted that on April 20, 1987, the Skokie Swift attained what the Niles Center 'L' never did: twenty-three years of continuous service - interesting in that the "replacement" service has managed to endure longer than its predecessor.

THE 'L' REPLACEMENTS - SKOKIE
FOOTNOTES

- 1/ For details on the beginnings of the Niles Center 'L' and the North Shore's Skokie Valley Route, see CERA Bulletin 106, Interurban to Milwaukee, pages 42-51.
- 2/ For details on the strike, see CERA Bulletin 107, Route of the Electroliners, page 74.
- 3/ While rapid transit service ended with the strike, CTA retained use of the Howard-East Prairie Road section of the line to retain access to its Skokie Shops, which were built by the Insull management in the 1920's. (CTA personnel operated the hand-throw switches at East Prairie Rd. to gain access to Skokie Shops, while North Shore employees manned the tower controlling Dempster Terminal. This explains why CTA was able to retain access to Skokie Shops while at the same time being unable to operate trains to Dempster.)
- 4/ Contrary to the "official" CTA date of March 29th (as shown in the Chronological Order of Service Changes), service began shortly after 12:01AM on the 27th, concurrent with the beginning of the strike, as per CTA Surface Division Department Order No. 7-1948. 11/ CTA "Rider's Reader" for May, 1948 contains a photograph of Brill 2575 taking passengers at Howard and Paulina in the early hours of March 27th. A nearly identical photo (of the same bus, with the same passengers) appears on page 231 of Chicago's Motor Coaches (Vol 2) and mis-dated 3/29/48, probably a result of consulting the "official" record. CTA's Historical Highlights, issued on the occasion of CTA fortieth anniversary (10/1/87), shows the proper date of 3/27. This would lead one to believe that the 3/29 date is merely a typographical error.
- 5/ It was always possible to ride the North Shore from Dempster south, although at a much higher fare than the 'L' (see CERA Bulletin 107, Route of the Electroliners, pages 97 and 99). While the 'L' offered a lower fare, it was always necessary to make a transfer at Howard to continue south. (Historian Andris J. Kristopans believes, however, that he has unearthed evidence of a through express service on the 'L' which operated between 1927 and 1929. Niles Center (Skokie) cars were apparently attached to Evanston Express trains at Howard for the run downtown. The actual existence of this "Skokie Express" is unconfirmed, however.)
- 6/ None of the Niles Center 'L' stations ever saw passenger service again, and stood "as is" until the end of North Shore service. (Some of the stations were tenanted by various enterprises. Asbury and Ridge had also had their platforms crudely narrowed for extra clearance, and the gauntlet tracks removed.) In preparation for the Skokie Swift, the former terminal at Dempster was demolished to make room for a bus loop. (Trains now use high level platforms built on the former North Shore platforms.) Shortly after the Swift began, Main, Oakton and Kostner were removed to improve motormen's visibility. A portion of the Crawford station was demolished, with the remainder retained for use by signalling equipment. Dodge, Asbury and Ridge stood until the 1980's, and even today, remains of Dodge (street entrance and stairways) still stand. The Dempster Terminal interlocking tower (located approx. 1/4 mile south of the station and out-of-service since 3/27/49) still stands, and is used for storage.
- 7/ The CTA continued to use the North Shore tracks east of East Prairie Road (under lease?). This provided access to Skokie Shops. On January 21, 1963 (the day after North Shore service ended), CTA installed bumpers at East Prairie Road, severing the CTA and the North Shore.
- 8/ There was no Urban Mass Transportation Administration (UMTA) as such at the time. The grant came from the Housing and Home Finance Agency. CTA and the Village of Skokie also provided funds.
- 9/ Space does not permit the author to do justice to the Skokie Swift and its story here. That will have to be saved for another time. It should be noted that even if the Skokie Swift had not taken flight as planned, something would have had to be done to retain permanent access to Skokie Shops.
- 10/ The Skokie Swift never "officially" operated on Sundays. However, until 1970, the last year the Bears played at Wrigley Field, it was common practice to operate Sunday extras to accomodate the large crowds who would have otherwise had to fight heavy street traffic to see Chicago's last major professional football team "Bear Down". In recent years, with the growth of "Taste of Chicago" and the heavy attendance for the July 4th fireworks displays, it has again become common to have special Sunday service offered.
- 11/ The Bulletin, dated 3/16/48, bears an original effective date of 3/18/48, the originally scheduled date of the strike (which was put-off until 3/27), with that date later inserted, replacing the original date once the strike date was changed.

MAP of RAPID TRANSIT LINES (The Elevated)



THE 'L' REPLACEMENTS - SKOKIE - ROUTE HISTORIES
NILES CENTER (SKOKIE) 'L'

- 3/28/25 Chicago Rapid Transit inaugurated 24-hour local service between Howard and Dempster.
- 10/ 1/47 Service assumed by Chicago Transit Authority.
- 3/27/48 Service discontinued due to a strike of North Shore Line employees. Service assumed by new bus route #97 - Skokie this date.
- SKOKIE SWIFT
- 4/20/64 Chicago Transit Authority inaugurated non-stop service between Howard and Dempster. Service operated weekday and Saturday day & evening hours.
- 1/ 2/82 Last day of late evening service.
- #97 - SKOKIE
- 3/27/48 Chicago Transit Authority inaugurated bus service between Hermitage-Rogers-Ashland loop and Enfield-Bronx-Dempster loop via Howard-Ridge-Oakton-Lincoln-Niles Center, replacing Niles Center (Skokie) 'L' service, discontinued this date. Service operated 24 hours a day, seven days a week. Operated out of Devon Station (buses stored at Ardmore).
- 3/30/48 Rerouted buses to operate via Howard-McCormick-Oakton.
- 5/28/50 Transferred work to North Park Station from Devon Station.
- 10/ 5/50 Rerouted buses via Howard-Dodge-Oakton, account Howard bridge over North Shore Channel condemned for use by heavy vehicles.
- 4/28/53 Resumed routing via Howard-McCormick-Oakton over rebuilt Howard bridge.
- 5/20/53 Rerouted buses via Niles Center to Dempster-Bronx-Grove-Skokie-Niles Center loop.
- 3/28/55 Began operation of Oakton-Central Park-Madison-Lawndale-Oakton loop short-turns to/from Howard/Paulina during weekday peak periods.
- 12/ 3/61 Rerouted buses via Howard-Clark-Birchwood to new Howard Transit Center terminal, returning via Hermitage-Howard.
- 4/19/64 Rerouted buses via Niles Center-Dempster to Skokie Swift Terminal, returning via Dempster-Skokie-Carol-Niles Center.
- 4/20/64 Extended certain weekday day & early evening and Saturday daytime buses from Skokie Swift Terminal via Dempster-Bronx-Gross Point-Skokie-Golf to Old Orchard driveways loop (located in southwest corner of complex), returning via Golf-Skokie-Niles Center-Dempster to Skokie Swift Terminal.
- 2/11/74 Extended Old Orchard trips via Golf-Old Orchard driveways to Marshall Field's bus terminal.
- 9/ 5/76 Discontinued owl service.
- 7/23/80 Rerouted buses via Howard-Dodge-Oakton, account Deep Tunnel work along McCormick.
- 11/ 6/80 Reversed Skokie Swift Terminal, counterclockwise to clockwise.
- 1981 Rerouted southbound buses via Dempster-Niles Center, ending temporary (since 1964) operation via Dempster-Skokie-Carol-Niles Center.
- 12/ 2/83 Last day of short-turns via Central Park-Madison-Lawndale loop.

Sources: CTA Chronological Order of Service Changes.

CTA Historical Highlights.

CERA Bulletin 106, Interurban to Milwaukee (Pages 42-51).

CERA Bulletin 107, Route of the Electroliners (Page 74,97 and 99).

Chicago's Motor Coaches, Vol 2 (Pages 230,231).

Zenon Hansen

Andris J. Kristopans

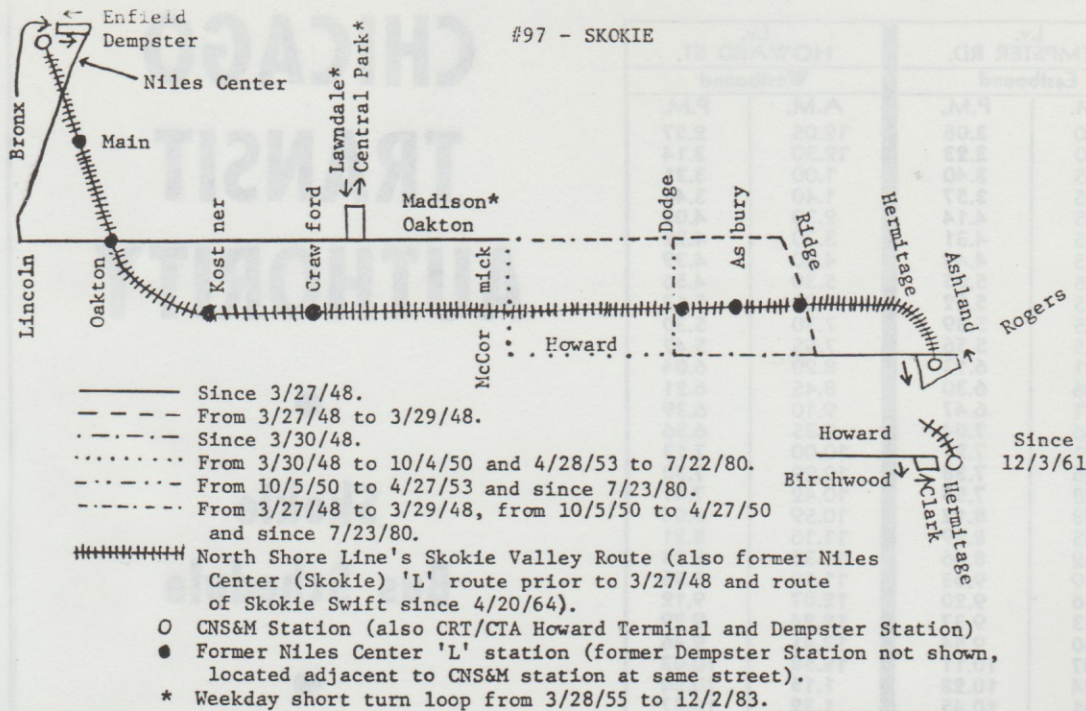
Richard Kunz

Richard Jozwiak

Donald L. MacCorquodale

Charles Tauscher

(Previous page) The 'L' as it appeared prior to the opening of the State Street Subway on October 17, 1943. This map represents the 'L' during its "Age of Stability" (December 1, 1930 to October 16, 1943). In spite of great post-war expectations, the rapid transit would undergo a massive retrenchment over the next 15 years (Niles Center (Skokie) discontinued March 27, 1948, "Old Northwest" on February 25, 1951 (trains rerouted into Dearborn Subway), Westchester on December 9, 1951, Douglas Park (west of 54th Av.) on February 3, 1952, Normal Park on January 29, 1954, Stock Yards on October 7, 1957, Kenwood on December 1, 1957 and Garfield Park on June 22, 1958 (realigned as "Congress"). This does not include the closing of almost a third of the stations (concurrent with the establishment of "A" and "B" express service) or the closing of the four downtown stub terminals. Some refer to this retrenchment period as the "Age of Abandonment". (William Shapotkin collection)



Riders Reader

CTA'S FIRST SUBURBAN BUS LINE

THE FIRST suburban bus route of the Chicago Transit Authority was placed in operation late in March when buses were substituted for the "L" shuttle service, Skokie Branch. CTA bus lines have been operating short distances outside the city limits in some sections; however, this is the first suburban bus route.

The new bus line provides frequent service between the Howard street "L" station and Dempster street — Niles Center road in Skokie by way of Howard street, McCormick road, Oakton street and Niles Center road.

Adult fare between Skokie and the Howard street "L" station, with a free transfer between Skokie and Evanston-Wilmette is ten cents, and five cents for children. These fares are identical to those in effect on the CTA's surface routes in Chicago.

Because the buses serve both local and suburban riders, a special system of fare collection has been introduced. On eastbound trips, the passengers pay as they enter. Westbound the fares are collected as passengers leave the bus.

500 MORE OPERATORS NEEDED

ONE of the most serious problems still facing the Chicago Transit Authority is a shortage of operating personnel for surface routes.

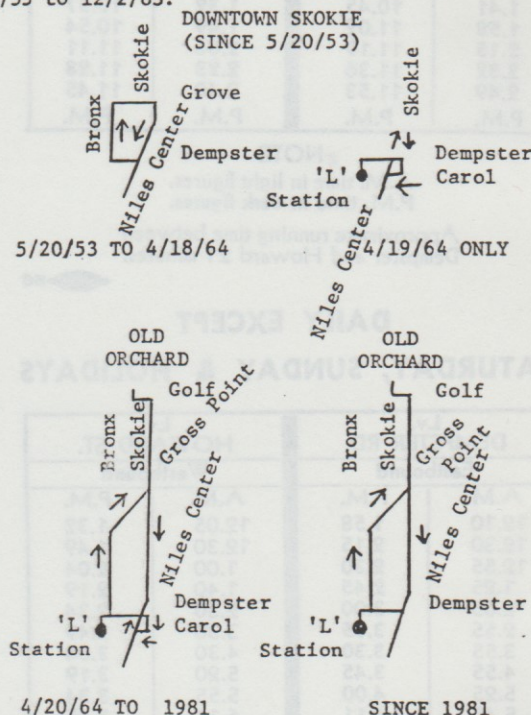


FIRST Skokie bus placed in service by the CTA left Paulina and Howard at 12:01 a.m., March 27.

There is an urgent need for more motormen, bus operators and conductors to operate present equipment and the new cars and buses which are scheduled for delivery.

"Capable operating personnel in adequate numbers is a basic requirement for satisfactory transit service," General Manager Walter J. McCarter said recently in discussing the situation. "CTA hopes to add 500 more men to its present operating force. It has been using every promotional method at its command to recruit new employees and will continue to do so. Many employees have helped in the campaign by seeking workers among their friends and relatives."

Applicants are interviewed at the Employment Office, 1165 North Clark street.



(At left) The May, 1948 edition of the CTA "Rider's Reader" shows the first buses out of Howard Street on the morning of Saturday, March 27th, replacing the Niles Center (Skokie) 'L'. Due to an apparent typographical error, CTA's Chronological Order of Service Changes shows the date as being March 29th (a Monday), leading one to believe that there was a two-day lapse in service. This error is repeated in Chicago's Motor Coaches (Vol 2) on page 231 where a nearly identical photo to that shown here is misdated March 29th, the result of consulting the incorrect, but yet "official" record. (Zenon Hansen collection)

CHICAGO TRANSIT AUTHORITY

Skokie Bus Schedule

Timetable No. 1

NOTE

A.M. time in light figures.
P.M. time in dark figures.

Approximate running time between
Dempster and Howard 21 minutes.

Published April 9, 1950

DAILY EXCEPT

SATURDAY, SUNDAY & HOLIDAYS

SATURDAY ONLY

Lv. DEMPSTER RD.		Lv. HOWARD ST.	
Eastbound		Westbound	
A.M.	P.M.	A.M.	P.M.
12.10	1.58	12.05	1.32
12.30	2.15	12.30	1.49
12.55	2.30	1.00	2.04
1.25	2.45	1.40	2.19
2.05	3.00	2.30	2.34
2.55	3.15	3.30	2.49
3.55	3.30	4.30	3.04
4.55	3.45	5.20	3.19
5.25	4.00	5.55	3.34
5.45	4.11	6.14	3.45
6.05	4.20	6.28	3.54
6.25	and every 6 to 8 minutes until	6.41	and every 6 to 8 minutes until
6.34		6.54	
and every 6 to 8 minutes until			
8.58	6.03	8.32	6.45
9.11	6.16	8.45	6.58
9.26	6.29	9.00	7.13
9.43	6.42	9.17	7.30
10.00	7.00	9.34	7.47
10.17	7.23	9.51	8.04
10.34	7.38	10.08	8.21
10.51	7.55	10.25	8.38
11.08	8.12	10.42	8.55
11.25	8.29	10.59	9.12
11.42	8.46	11.16	9.29
11.59	9.03	11.33	9.46
12.16	9.20	11.50	10.03
12.33	9.37	12.07	10.20
12.50	9.54	12.24	10.37
1.07	10.11	12.41	10.54
1.24	10.28	12.58	11.11
1.41	10.45	1.15	11.28
P.M.	11.02	P.M.	11.45
	11.19		P.M.
	11.36		
	11.53		

Lv. DEMPSTER RD.		Lv. HOWARD ST.	
Eastbound		Westbound	
A.M.	P.M.	A.M.	P.M.
12.10	1.41	12.05	1.15
12.30	1.58	12.30	1.32
12.55	2.15	1.00	1.49
1.25	2.32	1.40	2.06
2.05	2.49	2.30	2.23
2.55	3.06	3.30	2.40
3.55	3.23	4.30	2.57
4.55	3.40	5.00	3.14
5.25	3.57	5.20	3.31
5.45	4.14	5.40	3.48
6.04	4.31	5.55	4.05
6.20	4.48	6.10	4.22
6.36	5.05	6.27	4.39
6.53	5.22	6.44	4.56
7.10	5.39	6.58	5.13
7.24	5.56	7.11	5.30
7.37	6.13	7.23	5.47
7.49	6.30	7.35	6.04
8.01	6.47	7.52	6.21
8.18	7.04	8.09	6.39
8.35	7.21	8.26	6.56
8.52	7.38	8.43	7.13
9.09	7.55	9.00	7.30
9.26	8.12	9.17	7.47
9.43	8.29	9.34	8.04
10.00	8.46	9.51	8.21
10.17	9.03	10.08	8.38
10.34	9.20	10.25	8.55
10.51	9.37	10.42	9.12
11.08	9.54	10.59	9.29
11.25	10.11	11.16	9.46
11.42	10.28	11.33	10.03
11.59	10.45	11.50	10.20
12.16	11.02	12.07	10.37
12.33	11.19	12.24	10.54
12.50	11.36	12.41	11.11
1.07	11.53	12.58	11.28
1.24			11.45
1.41			
P.M.	P.M.	P.M.	P.M.

(SUBJECT TO OPERATING DELAYS AND CHANGE WITHOUT NOTICE)

(This page) The first "public" timetable (dated 4/9/50) for the #97 - Skokie (although the route number is not shown). The approx. running time between Dempster and Howard is shown (21 minutes), but no intermediate times nor a route map. Note that "owl" service was not exactly frequent, but at least existent. (Courtesy Charles Tauscher)

(Next two pages) The current (dated 6/26/88) schedule for both the #97 bus and the Skokie Swift. While there have been hours reductions, service is still quite respectable. Note that even though the 51-54 series rapid transit cars have been retired for a number of years already that their close association with the Skokie Swift keeps them illustrated on the timetable. The map illustration and the intermediate timepoints makes this schedule easier to use than the mere listing of endpoint departures. (William Shapotkin collection)

S Skokie Swift rail

Monday thru Friday

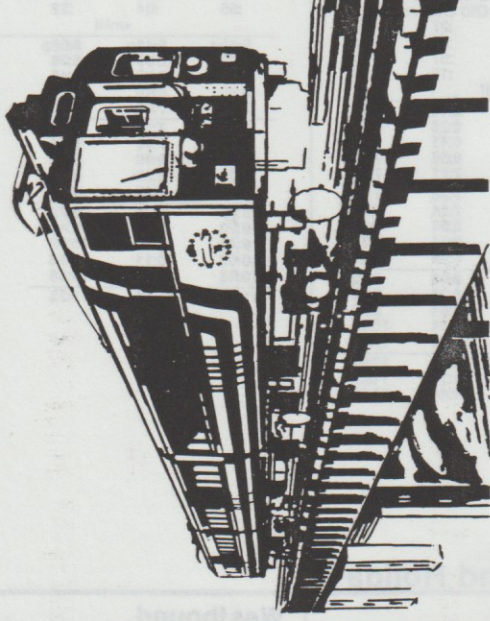
Leave Dempster	Leave Howard
5:35a	5:06
5:59	5:38
6:22	6:06
then every 3-10 minutes until	then every 3-10 minutes until
8:57	8:42
9:12	8:55
9:27	then every 15 minutes at 10, 25, 40, 55 minutes past the hour until
9:43	2:55p
9:58	3:10
then every 15 minutes at 13, 28, 43, 58 minutes past the hour until	3:25p
2:58p	until
3:13	6:40
3:28	6:55
3:43p	7:10
3:53	7:25
4:03	7:40
4:11	7:55
4:18	8:10
4:30	8:25
4:42	8:40
then every 4-10 minutes until	8:55
6:58	9:10
7:13	9:30
7:28	10:00
7:43	
7:58	
8:13	
8:28	
8:43	
8:58	
9:13	
9:30	
9:47	
10:15	

Saturday

Leave Dempster	Leave Howard
6:58a	6:40a
7:13	6:55
then every 15 minutes at 13, 28, 43, 58 minutes past the hour until	7:10
6:58p	then every 15 minutes at 10, 25, 40, 55 minutes past the hour until
7:13	6:55p
7:30	7:15
8:00	7:45
8:30	8:15
9:00	8:45

No Sunday service on Skokie Swift. Please use 97 Skokie bus service.

Ride the Skokie Swift



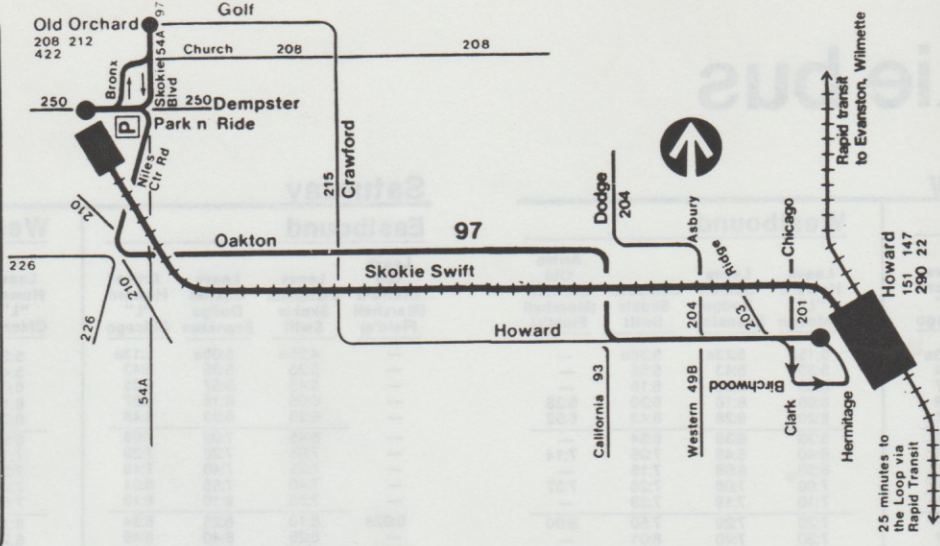
- Only 8-11 minutes non-stop from Dempster, Skokie to Howard "L" station, Chicago
- Only 40 minutes from Skokie to the Loop with convenient transfer at Howard to North-South "L" subway or Evanston Express train
- Convenient connections at Dempster with No. 97 to downtown Skokie and Old Orchard shopping center and with No. 54A to Skokie Blvd. and Old Orchard
- Park-N-Ride lot at Dempster - \$1.00 all day
- Free "Kiss-N-Ride" area for drop off and pick-up

CTA operating costs are funded in part through the Regional Transportation Authority by the federal and state governments and the City of Chicago, and County of Cook.

S Skokie Swift rail

97 Skokie bus

Chicago Transit Authority



For more information call the RTA Travel Information Center in Chicago 836-7000 suburbs 800-972-7000 toll-free

Open every day of the year from 5AM until 1AM next day

OPx 88160 fr367.06 bus sched

Effective June 26, 1992

97 Skokie bus

Monday thru Friday

Eastbound

Leave Old Orchard (Marshall Field's)	Leave Dempster Skokie Swift	Leave Oakton Dodge Evanston	Arrive Howard "L" Chicago
—	4:55a	5:05a	5:13a
—	5:23	5:35	5:44
—	5:43	5:57	6:07
—	6:03	6:19	6:29
—	6:23	6:40	6:51
6:23a	6:31	6:50	7:01
—	6:40	6:59	7:11
—	6:48	7:08	7:21
6:47	6:57	7:18	7:31
—	7:07	7:28	7:41
7:07	7:17	7:38	7:51
—	7:27	7:48	8:01
7:30	7:39	8:00	8:13
7:45	7:54	8:15	8:27
—	8:10	8:29	8:40
8:15	8:24	8:43	8:53
8:30	8:39	8:56	9:06
—	8:53	9:10	9:20
9:00	9:08	9:25	9:35
—	9:23	9:40	9:50
9:30	9:38	9:55	10:05
—	9:53	10:10	10:20
10:00	10:08	10:25	10:35
then every 15 minutes (every 30 minutes from Old Orchard) at			
:00	:08	:25	:35
—	:23	:40	:50
:30	:38	:55	:05
—	:53	:10	:20
until			
1:30p	1:39p	1:56p	2:06p
—	1:54	2:13	2:22
2:00	2:09	2:29	2:39
—	2:25	2:45	2:54
2:30	2:40	3:00	3:09
—	2:55	3:15	3:24
3:00	3:10	3:30	3:39
—	3:25	3:45	3:55
3:31	3:40	4:00	4:12
—	3:50	4:11	4:23
3:51	4:00	4:21	4:34
—	4:10	4:31	4:44
4:11	4:20	4:41	4:54
—	4:30	4:51	5:04
4:31	4:40	5:01	5:14
—	4:50	5:11	5:24
4:51	5:00	5:21	5:34
—	5:10	5:31	5:43
5:12	5:21	5:41	5:52
—	5:32	5:51	6:02
5:34	5:43	6:01	6:11
—	5:56	6:13	6:23
6:00	6:09	6:25	6:34
6:15	6:24	6:40	6:49
6:30	6:39	6:55	7:04
6:45	6:54	7:10	7:19
7:00	7:09	7:25	7:34
7:16	7:25	7:41	7:50
7:31	7:40	7:56	8:05
—	7:55	8:11	8:20
8:01	8:10	8:26	8:35
—	8:25	8:41	8:50
8:31	8:40	8:56	9:05
—	8:55	9:11	9:20
9:01	9:10	9:26	9:35
—	9:25	9:41	9:50
9:31	9:40	9:56	10:05
—	10:00	10:16	10:25
10:06	10:15	10:31	10:40
—	10:35	10:51	11:00
—	10:55	11:11	11:20
—	11:15	11:31	11:40
—	11:35	11:51	12:00M
—	12:00M	12:14a	12:23a
—	12:30a	12:42	12:50

Westbound

Leave Howard "L" Chicago	Leave Oakton Dodge Evanston	Leave Dempster Skokie Swift	Arrive Old Orchard (Marshall Field's)
5:15a	5:23a	5:36a	—
5:35	5:43	5:56	—
5:55	6:03	6:16	—
6:08	6:16	6:30	6:38
6:20	6:28	6:43	6:52
6:30	6:38	6:54	—
6:40	6:48	7:05	7:14
6:50	6:58	7:16	—
7:00	7:08	7:28	7:37
7:10	7:19	7:39	—
7:20	7:29	7:50	8:00
7:30	7:40	8:01	—
7:40	7:50	8:11	8:21
7:52	8:02	8:23	—
8:07	8:17	8:37	8:47
8:22	8:31	8:51	—
8:37	8:46	9:05	9:15
8:52	9:01	9:20	—
9:07	9:16	9:35	9:45
then every 15 minutes (every 30 minutes to Old Orchard) at			
:07	:16	:35	:45
:22	:31	:50	—
:37	:46	:05	:15
:52	:01	:20	—
until			
2:37p	2:46p	3:05p	3:15p
2:50	2:59	3:18	—
3:02	3:11	3:30	3:40p
3:12	3:21	3:40	—
3:22	3:31	3:51	4:01
3:32	3:41	4:01	—
3:42	3:51	4:11	4:21
3:52	4:01	4:21	—
4:02	4:11	4:31	4:41
4:12	4:21	4:41	—
4:22	4:31	4:51	5:01
4:32	4:42	5:02	—
4:42	4:53	5:13	5:24
4:52	5:04	5:24	—
5:02	5:14	5:34	5:44
5:12	5:24	5:44	—
5:22	5:34	5:54	6:04
5:32	5:44	6:04	6:14
5:42	5:53	6:12	—
5:52	6:03	6:21	6:31
6:02	6:12	6:29	—
6:12	6:22	6:38	6:48
6:22	6:32	6:47	—
6:32	6:42	6:57	7:06
6:42	6:52	7:07	7:16
6:57	7:07	7:22	—
7:11	7:21	7:36	7:45
7:26	7:35	7:51	—
7:41	7:50	8:06	8:14
7:56	8:05	8:21	—
8:11	8:20	8:36	8:45
8:26	8:35	8:51	—
8:41	8:50	9:06	9:15
8:56	9:05	9:21	—
9:11	9:20	9:41	9:50
9:31	9:40	9:56	—
9:52	10:01	10:17	—
10:13	10:22	10:38	—
10:38	10:47	11:03	—
11:03	11:12	11:28	—
11:33	11:42	11:58	—
12:03a	12:12a	12:28a	—

*Wait 5 minutes at Dempster "L"

Saturday

Eastbound

Leave Old Orchard (Marshall Field's)	Leave Dempster Skokie Swift	Leave Oakton Dodge Evanston	Arrive Howard "L" Chicago
—	4:55a	5:05a	5:13a
—	5:25	5:35	5:43
—	5:45	5:57	6:05
—	6:05	6:18	6:27
—	6:25	6:39	6:48
—	6:45	7:00	7:09
—	7:05	7:20	7:29
—	7:25	7:40	7:49
—	7:40	7:55	8:04
—	7:55	8:10	8:19
8:02a	8:10	8:25	8:34
—	8:25	8:40	8:49
8:32	8:40	8:55	9:04
—	8:55	9:10	9:19
9:02	9:10	9:26	9:34
—	9:25	9:41	9:49
9:31	9:40	9:56	10:04
—	9:55	10:12	10:20
10:00	10:10	10:27	10:35
then every 15 minutes (30 minutes from Old Orchard) at			
:00	:10	:27	:35
—	:25	:42	:50
:30	:40	:57	:05
—	:55	:12	:20
until			
—	5:56p	6:12p	6:19p
6:02	6:11	6:26	6:34
—	6:27	6:41	6:49
6:34	6:42	6:56	7:04
—	6:57	7:11	7:19
—	7:12	7:26	7:34
—	7:30	7:44	7:52
—	7:50	8:04	8:12
—	8:10	8:24	8:32
—	8:30	8:44	8:52
—	8:50	9:04	9:12
—	9:10	9:24	9:32
—	9:30	9:44	9:52
—	9:50	10:04	10:12
—	10:10	10:24	10:32
—	10:30	10:44	10:52
—	11:00	11:14	11:22
—	11:30	11:44	11:52

Westbound

Leave Howard "L" Chicago	Leave Oakton Dodge Evanston	Leave Dempster Skokie Swift	Arrive Old Orchard (Marshall Field's)
5:20a	5:26a	5:39a	—
5:40	5:46	5:59	—
6:00	6:07	6:22	—
6:18	6:26	6:41	—
6:36	6:47	7:00	—
6:54	7:03	7:19	—
7:10	7:19	7:35	7:42a
7:25	7:34	7:50	—
7:40	7:49	8:05	8:12
7:55	8:04	8:20	—
8:10	8:19	8:35	8:43
8:25	8:34	8:51	—
8:40	8:49	9:06	9:15
8:55	9:04	9:22	—
9:10	9:19	9:37	9:47
then every 15 minutes (every 30 minutes to Old Orchard) at			
:10	:19	:37	:47
:25	:34	:52	—
:40	:49	:07	:17
:55	:04	:22	—
until			
5:40p	5:49p	6:06p	6:16p
6:00	6:09	6:26	—
6:20	6:29	6:46	—
6:40	6:49	7:06	—
7:00	7:09	7:26	—
7:20	7:29	7:46	—
7:40	7:49	8:06	—
8:00	8:09	8:26	—
8:20	8:29	8:44	—
8:40	8:49	9:03	—
9:00	9:08	9:22	—
9:20	9:28	9:42	—
9:40	9:48	10:02	—
10:03	10:11	10:25	—
10:33	10:41	10:55	—
11:03	11:11	11:25	—

Sunday and Holiday

Eastbound

Leave Dempster Skokie Swift	Leave Oakton Dodge	Arrive Howard "L" Chicago
6:55a	7:05a	7:13a
7:55	8:05	8:13
8:25	8:38	8:45
8:55	9:09	9:16
then every 30 minutes until		
11:55	12:09p	12:16p
12:25p	12:39	12:46
12:50	1:04	1:12
1:10	1:24	1:32
1:30	1:44	1:52
1:50	2:04	2:12
2:10	2:24	2:32
then every 20 minutes at		
:10	:24	:32
:30	:44	:52
:50	:04	:12
until		
7:50	8:04	8:12
8:10	8:24	8:32
8:30	8:44	8:52
9:00	9:14	9:22
9:30	9:44	9:52
10:00	10:14	10:22
10:30	10:44	10:52
11:00	11:14	11:22
11:30	11:44	11:52

Westbound

Leave Howard "L" Chicago	Leave Oakton Dodge	Arrive Dempster Skokie Swift
6:30a	6:36a	6:49a
7:30	8:07	8:21
8:00	8:07	8:21
then every 30 minutes until		
12:00n	12:07p	12:21p
12:20p	12:28	12:43
12:40	12:48	1:03
1:00	1:08	1:23
then every 20 minutes at		
:00	:08	:23
:20	:28	:43
:40	:48	:03
until		
7:40	7:48	8:03
8:03	8:11	8:25
8:33	8:41	8:55
9:03	9:11	9:25
9:33	9:41	9:55
10:03	10:11	10:25
10:33	10:40	10:55
11:03	11:11	11:25

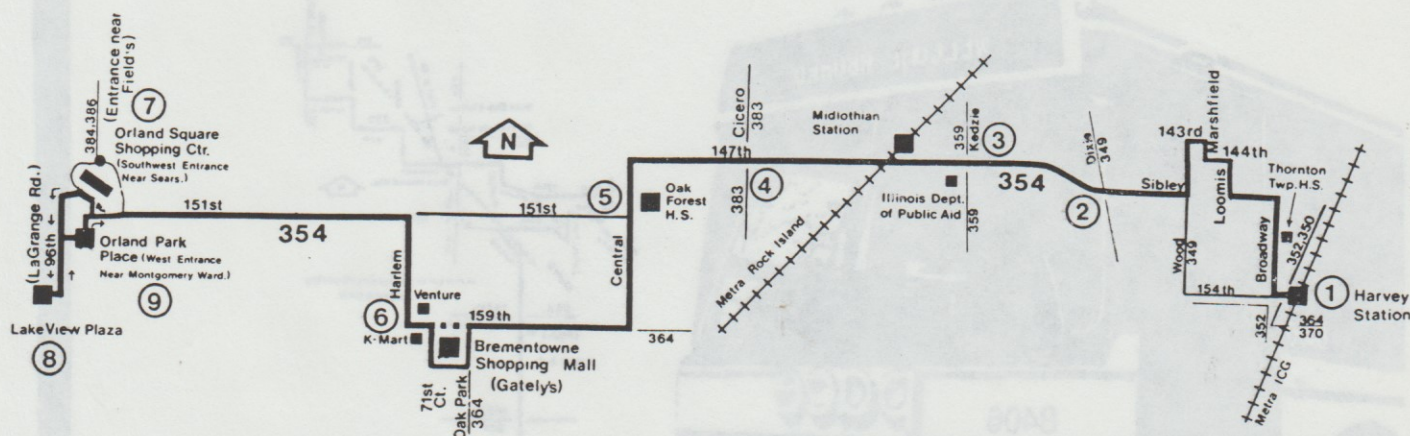
AM Light face
PM Dark face

Para obtener mayor informacion, en Espanol, llame al Centro de Informacion al 836-7000. En los suburbios llame - sin recargo - al 800-972-7000.

No. 97 Skokie bus does not operate to Old Orchard on Sundays or Holidays. Please use Nortran No. 215 Crawford bus.

Service changes in your area...the following service changes were introduced on Paces' former South Suburban Safeway Lines:

Route 354 - Orland/Southwest Shopper. Effective Monday, October 31st, a reroute was made through Dixmoor, where service which had formerly operated via Sibley (147th St) between Loomis and Wood now serves the residential part of town. (See map below). In addition, the second westbound out of Harvey (6:55AM) was extended to operate "all the way", instead of short-turning at 159th/Central (as the first trip still does).



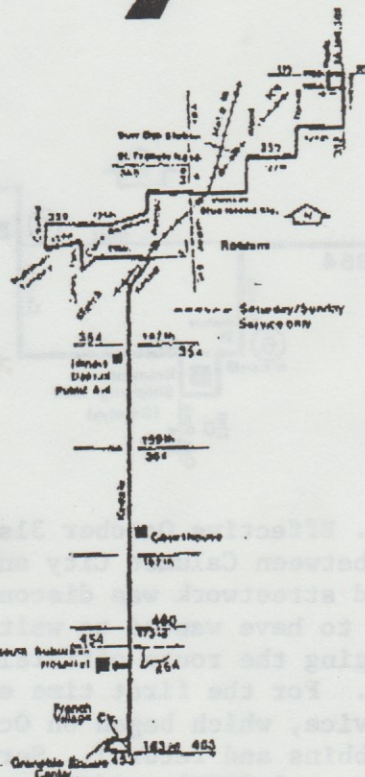
Route 355 - Lansing. Effective October 31st (although the schedule is dated October 30th due to Sunday service between Calumet City and Hegewisch), the southbound reroute via Lake-State-line-Ridge to avoid streetwork was discontinued. While the work had been finished for some time, Pace appears to have wanted to wait for the schedule change (run pick) to go into effect before changing the route officially.

Route 359 - Robbins. For the first time ever (even under Safeway), Sunday service is being provided. The service, which began on October 30th, follows the Saturday route (119th/Halsted through Robbins and return). Service runs hourly from 8:30AM to 5:30PM (Saturday service runs 7:30AM to 5:30PM). Additionally, two evening trips were added, leaving 183rd/Kedzie at 6:58PM and 7:58PM. In Pace's apparent hurry to promote the new service, an advertisement (see next page, sorry about the bad copy) appeared in at least one south suburban paper, and promotes Sunday service to 183rd (when nothing runs south of 139th!). It is unknown if anyone attempted to ride that day, but imagine the surprise when the prospective passenger was dropped off at 139th and Kedzie in beautiful downtown Robbins and told to walk the next 44 blocks!

Route 364 - 159th Street - Effective October 31st (timetable dated October 30th), certain weekday only trips (and almost exclusively eastbound) were extended between Harvey and Kedzie. (It is suspected that these are trips from the garage.)

Route 366 - Park Forest-Chicago Heights. Effective October 30th, service was extended to operate as much as 3½ hours later weekdays, and as much as two hours later on weekends. It is nice to see that Pace has figured out what to do with the #352 trips which have long layovers in Chicago Heights. Also, in an effort to improve timekeeping, all trips now operate via 16th instead of 15th between Ashland and Chicago Road. This should make for more dependable connections at 16th/Vincennes, especially with the #352. (But don't bet on it!)

Now Open On Sunday



Good news! Starting October 30, Pace Route 359/Robbins—S. Kedzie Ave. buses will run on Sunday. Take Pace to Grenoble Square and French Village shopping centers, to the Blue Island Metra station, or to South Suburban Hospital or St. Francis Hospital. Sunday riding sure beats Sunday driving.

Weekdays are better on Route 359 buses, too. Now there's additional evening service to South Suburban Hospital. You can even get a free ride on Pace with the coupon below. Take us up on it. Now, more than ever, you'll like our Pace. For a free bus schedule, call 1-800-872-7000 or 364-PACE.

Route 359/Robbins—South Kedzie Avenue

ONE FREE RIDE

Limit one free ride per person. Transfer not included.

Good through November 30, 1988

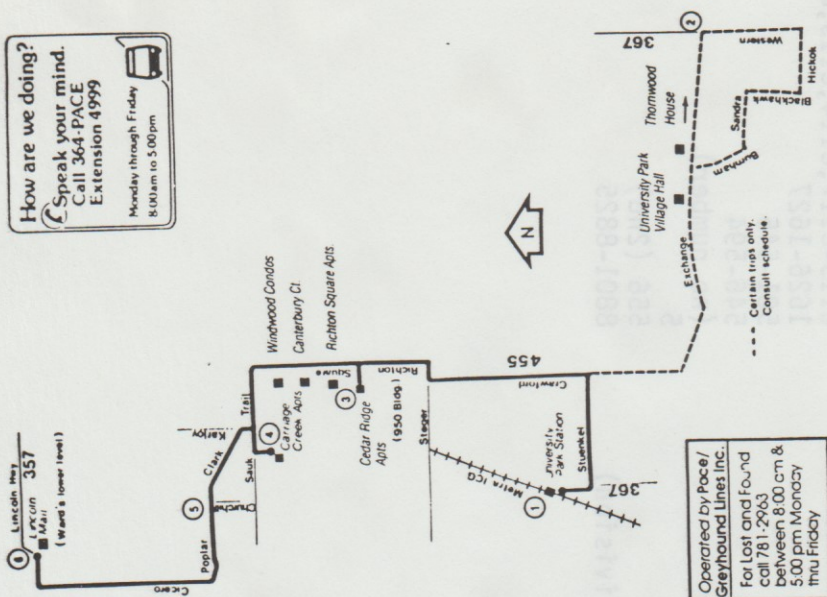
pace

The Suburban Bus Division of the RTA

pace

The Suburban Bus Division of the RTA

How are we doing?
 Speak your mind.
 Call 364-PACE
 Extension 4999
 Monday through Friday
 8:00am to 5:00pm



ROUTE 455 UNIVERSITY PARK - LINCOLN MALL

WEEKDAY

NORTHBOUND

TRAIN LEAVES CHICAGO	TRAIN ARRIVES UNIV PK	1 UNIVERSITY PARK ICG	2 WESTERN EXCHANGE	3 CEDAR RIDGE APTS	4 CARRIAGE CREEK APTS	5 POPLAR CHURCHILL	6 LINCOLN MALL
7:53am	8:48am	9:00am	----	9:07am	9:12am	9:15am	9:20am
8:38	9:37	9:55	----	10:02	10:07	10:10	10:20
----	----	10:55	----	11:02	11:07	11:10	11:20
11:10	12:14pm	11:50	----	11:57	12:02pm	12:05pm	12:15pm
12:10pm	1:14	12:40pm	----	12:47pm	12:52	12:55	1:05
1:10	2:14	1:30	----	1:37	1:42	1:45	1:55
2:10	3:14	2:30	----	2:37	2:42	2:45	2:55
3:10	4:16	3:30	----	3:37	3:42	3:45	3:55
4:08	5:12	4:25	----	4:32	4:37	4:40	4:50
5:17	6:10	5:25	----	5:32	5:37	5:40	5:50
		6:25	----	6:32	6:37	6:40	6:50
		7:19pm	7:32	7:37	7:40	7:50	
		8:19	8:32	8:37	8:40	8:50	

WEEKDAY

SOUTHBOUND

6 LINCOLN MALL	5 POPLAR CHURCHILL	4 CARRIAGE CREEK APTS	3 CEDAR RIDGE APTS	2 WESTERN EXCHANGE	1 UNIVERSITY PARK ICG	TRAIN LEAVES UNIV PK	TRAIN ARRIVES CHICAGO
9:30am	9:36am	9:39am	9:44am	----	9:50am	10:00am	11:06am
10:30	10:36	10:39	10:44	----	10:50	11:00	12:06pm
11:30	11:36	11:39	11:44	----	11:50	12:01pm	1:06
12:20pm	12:26pm	12:29pm	12:34pm	----	12:40pm	1:00	2:06
1:05	1:11	1:14	1:19	----	1:25	2:00	3:06
2:05	2:11	2:14	2:19	----	2:25	3:00	4:06
3:05	3:11	3:14	3:19	----	3:25	4:00	5:01
4:00	4:06	4:09	4:14	----	4:20	4:40	5:35
5:00	5:06	5:09	5:14	----	5:20	5:40	6:41
6:00	6:06	6:09	6:14	----	6:20	6:38	7:38
6:55	7:01	7:04	7:09	7:19pm	----		
7:55	8:01	8:04	8:09	8:19	----		
8:55	9:01	9:04	9:09	9:19	----		

No Saturday, Sunday or Holiday service

Unlike its successful sister the 606, Pace # 455 - University Park-Lincoln Mall, which started service Mon, Jan 11, 1988, met little public response, and made its last runs on Fri, Oct 14th.

Intended to provide an "IC" feeder, it had no AM rush service. Consequently, home-bound riders already had their cars parked at the train station. The evening trips into University Park (shown on the "dotted line"), made connections with trains at Richton (not shown on the map, it is located on Sauk Trail between Karlov and Rich-Square), and provided evening service after the last #367 has left University Park station (6:40PM). The route also provided convenient daytime connections with Route #367 at University Park station to provide residents of University Park with a two-seat ride to Lincoln Mall. (The "normal" route requires three buses.)

The route appeared on no RTA or Pace/South maps during its existence. The "new" Pace/South map has taken many, many months to produce (what's the delay?), and so with no reference to it on any map or in the Metra Electric (IC) timetable or connecting Pace #357 or #367 schedules, it operated in virtual obscurity. What a shame (or is it "sham"?). What could have been a major success turned out to be a Pretty Awful Commuting Experience.

(Special Thanks to Mrs. Nancy McKenzie for assistance with the special photocopy reductions, which made these "Keeping 'pace' " features possible)

Saab-Scania Orange Plant Works List - model CN-112

VIN	delivery	Customer	Fleet #
EC098001-EC098003	/84	Prototypes	1-3
EC098004-EC098006	09/84	Iowa City Transit	23-25
EC098007	10/84	Coralville Transit System (IA)	91
EC098008-EC098010	10/84	Iowa City Transit	26-28
EC098011	11/84	Coralville Transit System	92
EC098012	11/84	Iowa City Transit	29
EC098013	11/84	Coralville Transit System	93
EC098014-EC098025	11/84-01/85	Metropolitan Transit Commission (Halifax,NS)	201-212
FC098026-FC098028	05/85	TheBus (Honolulu,HI)	801-803
FC098029	/85	Prototype	4
FC098030-FC098072	06/85-12/85	TheBus	804-846
GC098073-GC098096	04/86-07/86	Madison Metro (WI)	4422-4455
GC098087-GC098103	08/86-10/86	COAST/Univ of NH (Durham,NH)	C108,C102-C107
GC098104-GC098113	12/86	Metropolitan Transit Comm (Minneapolis,MN)	1606-1615
HC098114-HC098123	02/87	"	1616-1625
HC098124-HC098129	05/87-06/87	COAST/Univ of NH	C115-C117,C114,C113,C112
HC098130-HC098131	05/87	Metropolitan Transit Comm	1626-1627
HC098132-HC098176	08/87-12/87	TheBus	501-545
JC098177-JC098225	01/88-07/88	"	546-594
JC098226	/88	VA Medical Center (Brockton,MA)	(no number)
JC098227	/88	Prototype - 35'	5
JC098228	06/88	TheBus	556 (2nd)
JC098229-JC098253	/88	Connecticut Transit (Stamford Division)	8801-8825

NOTE - prototypes 1-3 sold 1987 to Iowa City Transit f/n 30-32.
prototypes 4-5 stored at Scania plant.

Compiled 09/29/88 by AJ Kristopans